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HOW TO OBTAIN

PUBLIC IMPROVEMENTS

IN THE

CITY OF ST. LOUIS.

WRITTEN BY

F. L. STEMME,

SUPT. STREET DEPARTMENT.

PRESS OF R & T. A. ENNIS STATIONERY CO., ST. LOUIS

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HOW TO OBTAIN

PUBLIC IMPROVEMENTS

—IN THE—

CITY OF ST. LOUIS.

Written by F. L. STEMME, Supt. Street Department.

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ST. LOUIS, July, 1892.

The result sought to be accomplished in this pamphlet is to make property owners, real estate dealers, builders and the public in general acquainted with the method of how to obtain public improvements.

As our great and beloved city has progressed so rapidly within the past fifteen years, an instructor like this has long been required, and believing that the interest of the property owners will be greatly benefitted, it is my intention in offering the following, to be instrumental in guiding those who are yet unaware as to the ways and means by which public improvements are procured in this city.

Being confident that this book will accomplish its mission of usefulness, I am,

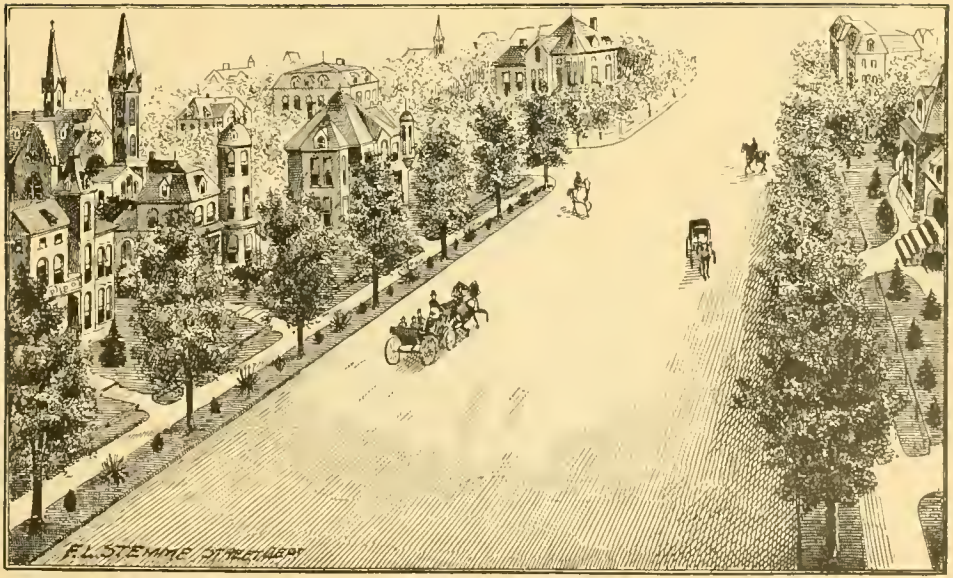
Respectfully yours,

F. L. STEMME,

Superintendent Street Department.

CITY HALL.

MAYOR E. A. NOONAN.



Boulevard as proposed by Street Commissioner Murphy. Drawn by F. L. Stemme.

CYRUS P. WALBRIDGE,
President of the Council.

STREET COMMISSIONER'S OFFICE,
July 16th, 1892.

I have examined carefully the circular letter prepared by Mr. Stemme directing the proper proceedings in obtaining certain matters provided for in the Ordinances and relating to the improvement of streets, alleys, etc., and heartily recommend it to the consideration of those who may desire accurate and thorough information regarding the matters referred to. Mr. Stemme's long experience as Superintendent of one of the divisions of the Street Department has given him an opportunity to study carefully the provisions of the Ordinances relating to the matters in question, and I am satisfied that if his suggestions are considered, and his directions followed, the property owners and tax payers will be greatly benefitted thereby. There is no other publication containing the information that has been collected and collated by Mr. Stemme, and he deserves a great deal of credit for his work in this direction.

M. J. MURPHY, Street Commissioner.

JOHN F. SCHABERG

· · · DEALER IN · · ·

Hardware
AND **Cutlery**

PAINT, GLASS,
BUILDERS' SUPPLIES,
FARM IMPLEMENTS

AND

Tar and Roofing Felt.

JEFFERSON AVENUE AND VICTOR STREET

NOS. 2505 AND 2507 SOUTH.

WM. RUSSELL ALLEN. CLAUS VIETHS.

ALLEN & VIETHS

No. 123 South Fourth Street,
SOUTHERN HOTEL BUILDING,

ST. LOUIS.

General Contractors

· · · FOR · · ·

GRANITE, WOOD AND OTHER PAVEMENTS,

Street Railroads, Water Works, Etc.

OPENING A STREET OR ALLEY.

There are two ways of opening a street or alley, first, by dedication and second by the so-called condemnation process.

When property owners see the necessity to open a street, either for public convenience or in order to make their property more valuable and to bring it on the market, they may dedicate a strip of ground to public use as a street or alley. This is done in the following manner :

After concluding unanimously to give up their property without any compensation, the property owners will submit to the Board of Public Improvements a map (a tracing not to exceed 21 x 34 inches) upon which the proposed street or alley is distinctly outlined, with a pledge affixed to same, similar to the following :

" We, the undersigned property owners, hereby agree to dedicate to public use forever a strip of land sixty feet wide, as shown on the above map to be used as a street."

(Acknowledgment of Notary Public.) (Seals.)

This map is placed before the Board of Public Improvements for approval. If said Board gives the matter a favorable consideration and accepts the dedication, two copies (blue prints) of the dedication map are made, one is retained at the Street Commissioner's office for file, one is sent to the office of the Recorder of Deeds to be recorded, and the original map is returned to the owners. After the matter has been recorded the street becomes a public highway.

THOS. J. WARD. WM. H. HARTLEY.

WARD & HARTLEY,

CONTRACTORS AND BUILDERS OF BRICK WORK,

No. 506 Olive Street, Room 18,

ST. LOUIS, MO.

WE HAVE BUILT

THE NEW HIGH SCHOOL,
THE NEW UNION DEPOT,
THE COMMERCIAL BUILDING,
AND THE NEW CITY HALL.

OPENING A STREET BY ORDINANCE.

Should property owners not be willing to dedicate, they may petition for the opening of a street or alley under ordinance. Printed forms of such petitions can be obtained at the officeof the Street Commissioner. The petition should read similar to the following:

"We, the undersigned property owners in the vicinity of Kings highway hereby petition your honorable Board to designate a day upon which it will consider the opening of Esther avenue from Kings highway to Union avenue, and to recommend to the Municipal Assembly an ordinance for said opening."

This petition is circulated among the property owners to obtain their signatures, then it is submitted to the Board of Public Improvements, there at a meeting ot said Board it is read before the members, signed by the President of said Board, numbered and referred to the Street Commissioner who will in due time have a map prepared, a preliminary survey made in order to show whether and how improvements, if any, would be effected by the contemplated opening. Then the matter may be advertised for a public hearing, and the property owners, by this advertisement, are invited to appear before the Board of Public Improvements on a certain day mentioned in the publication.

The Street Commissioner, however, may place the matter before the Board and submit an ordinance without notifying the property owners thereof, if he chooses. If the Board recom-

SKRAINKA CONSTRUCTION COMPANY,

General Contractors,

404 MARKET ST. ROOM 308.

ST. LOUIS, MO.

GRANITE QUARRIES.-LIMESTONE QUARRIES.

Granite, Wood and Limestone Pavements,

Public and Private Sewers, Heavy Masonry.

MARTIN WIPFLER,

Carpenter

AND . . .

Builder,

4830 LABADIE AVENUE,

St. Louis, Mo

JOBBING PROMPTLY ATTENDED TO.

THOS J WARD,
Speaker of the House of Delegates.

mends the opening, an ordinance will be drawn up in the Street Department and referred to the Board, said Board will submit the ordinance to the Municipal Assembly. After the ordinance has been passed by the Council and House of Delegates and ten days after the Mayor has approved same it becomes a law. Then the Street Commissioner has a complete survey made of said street, has the building lines properly defined upon the ground and a map constructed showing all obstructions. Meantime, the titles of the respective properties effected by the opening are investigated and the Law Department, under the supervision of the City Counselor, will carry on the legal proceedings.

Commissioners will be appointed by the Court to appraise the value of the property involved, and will determine what compensations said owners who relinquish their property shall receive, and who shall pay said compensations, or, in brief, will fix the benefits and damages. For this purpose a set of maps is furnished by the Street Commissioner showing a certain area surrounding the street in question.

The Commissioners will establish a district in which property owners are assessed; there are no limits as to the dimensions of said district, this is left entirely to the judgment of said Commissioners. Finally, after all damages are paid, the street is considered a public highway. It may, however, take a year or longer before the matter is settled.

In the opening of an alley, the taxation cannot extend beyond the block in which the alley is located.

A. H. KANSTEINER

Real Estate

Insurance

Notary Public

NO. 4022 NEW MANCHESTER ROAD

SECRETARY
Rock Spring Loan and Building Associations
Nos. 1 and 2.

RYFFEL & ETTINGER

PLUMBERS

3516 EASTON AVENUE
ST. LOUIS

PERSONAL ATTENTION
GIVEN TO ALL
WORK

SATISFACTION
GUARANTEED

"PRICES REASONABLE"

STREET COMMISSIONER M. J. MURPHY.

REMOVAL OF OBSTRUCTIONS.

Whenever a street or an alley which has been duly dedicated or established by law as above mentioned, has not been opened, or is in any way or manner obstructed, the Street Commissioner may, upon his own motion or at the request of any person interested therein, inform the Board of Public Improvements thereof, and if said Board finds that said opening or removal of obstructions is desirable as a matter of public convenience or necessity, he will give the City Counselor information thereof in writing, which shall be accompanied by a plat showing such obstructions or encroachments to be removed.

Upon the receipt of such information and plat, the City Counselor will forward to the City Marshal a written order signed by the Mayor and himself to enforce the law. The City Marshal will give the owners fronting upon said obstructions at least five days' notice in writing, to the effect that if said obstructions are not removed upon the expiration of the time mentioned in said notice, that the same will be removed by him at the expense of such owners. The Mayor, however, has the authority of granting a stay of execution, and property owners may apply to him for same.

O'FALLON PARK PLACE

THE MOST BEAUTIFUL HOME SITE IN THE NORTH END.

❀ ❀ ❀

High Altitude. Magnificent Location. Adjoining Beautiful O'Fallon Park on the south. Building restrictions a feature. Full street improvements to be made at once.

For particulars and terms, apply to

J. H. GUNDLACH & CO.

3715 NORTH BROADWAY.

OPPOSITE POWER HOUSE.

HENRY E. LEWIS. CYRUS HALL.

LEWIS & HALL,

Investigators of Titles

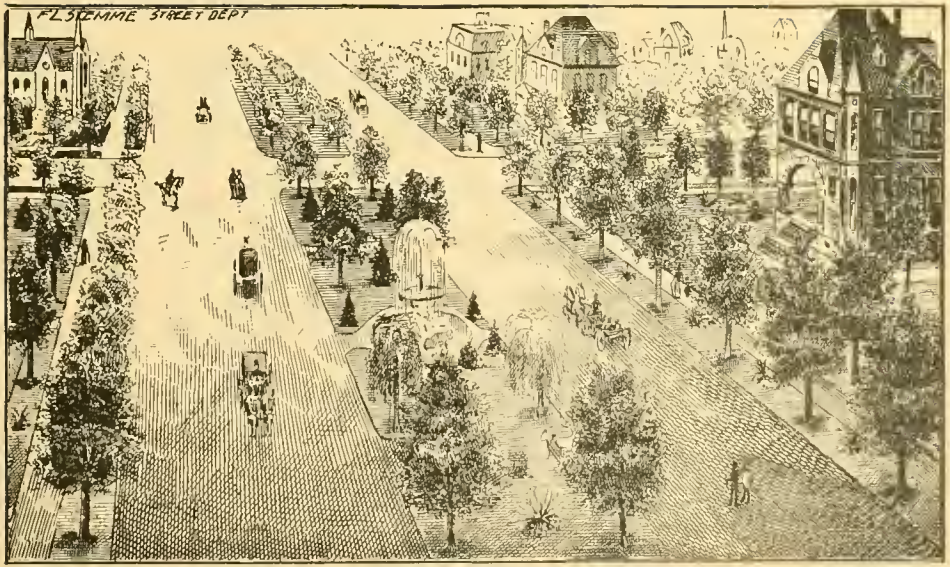
... TO ...

REAL ESTATE,

CONVEYANCERS, ETC.

714 CHESTNUT STREET,

ST. LOUIS, MO.



Boulevard as proposed by Street Commissioner Murphy. Drawn by F. L. Stemme.

GRADES OF STREETS AND ALLEYS.

The grades of streets and alleys are fixed in the Street Commissioner's office and are established by the Municipal Assembly.

The proposed and established grades can always be procured from the profiles in the Street Department.

If property owners should desire to have a grade changed they must petition the Board of Public Improvements for said change.

SEWERS.

Sewers are constructed at the request of the Board of Health, or in response to petitions from property owners.

The Sewer Commissioner will, with the approval of the Board and Municipal Assembly, establish a district in which sewers are to be constructed.

Every property owner in the established district is compelled to help to pay for the construction of the sewers in said district ; he is taxed according to the area of the property he possesses in the district and not per front foot as in street improvements.

In reference to the payment of special tax bills, see method under the heading of street and alley improvements, in this pamphlet.

EPHRON CATLIN, PRES'T. J. H. WYETH, VICE-PRES'T.

PLUMBING.
REGILDING.

Fay Gas Fixture Co.

Gas and Electric Fixtures,

1126 OLIVE STREET, TELEPHONE 4192.

ST. LOUIS, MO.

EUGENE A. JONES, Secretary and Treasurer.

Altering from Gas to Combination and Electric

A SPECIALTY.

G. Voltman,

No. 5 N. Second Street,

ST. LOUIS, MO. . . . .

DIRECT IMPORTER OF

GERMAN
PORTLAND
CEMENT.

Sole Agent for St. Louis of the "PORTA," Key Brand.
And for the United States of the "BONN," Arrow Brand.

CITY WATER.

Water pipes are laid by the city on demand of the property owners free of cost to them.

Owners of property must submit petitions to the Board of Public Improvements, these petitions are referred to the Water Commissioner.

The laying of said pipes, however, must also be recommended by the Board and sanctioned by ordinance.

STREET AND ALLEY IMPROVEMENT.

The first step the property owners will have to take to get a street or alley improved, is to petition for said improvement. Blank petitions are furnished by the Street Commissioner. The petition must bear the signatures of persons owning property abutting the respective street or alley. Signatures of lessees are not considered. This petition is submitted to the Board of Public Improvements, numbered and referred to the Street Commissioner with the signature of the President of the Board affixed upon it. All petitions are considered in their numerical order unless the Street Commissioner finds it necessary to consider it sooner.

When such petition is to be taken up by the Board for consideration, the Street Commissioner will have a map constructed of said street or alley, showing the abutting property thereon; the assessed valuation of the property is obtained, a levelment of the street or alley is made and

H. A. KRUEGER,

REGISTERED **Plumber**

AND **DRAINLAYER,**

GASFITTING,

1201 O'FALLON ST., AND
1301-3 N. TWELFTH ST. ST. LOUIS, MO.

ESTIMATES ON PLANS CHEERFULLY FURNISHED.

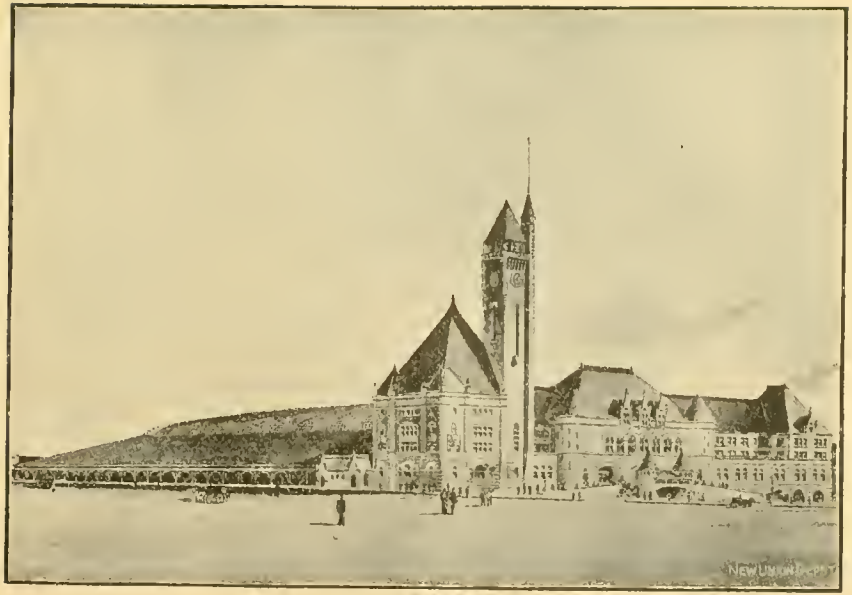
ST. LOUIS SIDEWALK CO.

S. VON PHUL, PROPRIETOR.

3404 LINDELL AVE. TELEPHONE 4485.

ST. LOUIS, MO.

∴ Artificial Stone Flagging a Specialty. ∴



UNION DEPOT.

after an estimate of the improvement has been prepared, the Board of Public Improvements will select a day upon which the petition will be considered.

The matter is advertised in the official papers, both in English and German, for two weeks. The day and hour being named in the publication and all interested property owners are invited to appear before said Board on such day and hour as designated.

All grading and crosswalks are paid for by the city, the remainder of the improvement is paid for by the property owners fronting on said street or alley.

As property owners can only be compelled to pay 25% of the assessed valuation of their property, it occurs very often where this assessed value is too low, that the Board will recommend the improvement with the proviso that within sixty days the owners shall signify their willingness to pay the amount in excess of 25% of the assessed valuation.

AN EXAMPLE.

Suppose the assessed valuation of the property is $8.00 a front foot, 25% of this would be $2.00; now, if the improvement of the street would cost $4.00 per front foot, there would be an excess of $2.00 on each foot. Therefore, a person being the owner of 50 feet frontage would have to pay 50 times $2.00, equal $100.00 as a special tax, and 50 times $2.00, equal $100.00 he has to pay voluntarily, he pays then at the rate of $4.00 per front foot for the improvement of the street. If the Board decides that the property owners shall pay the so-called excess, notices are sent out requesting them to declare their willingness within 60 days to pay said amount. If said

WM. H. DERBY,

CARPENTER AND BUILDER.

STORE FITTING AND JOBBING

PROMPTLY ATTENDED TO.

SHOP, 111 N. TENTH ST.

St. Louis, Mo.

G. EYERMANN, JR. & CO.

Quarrymen AND Contractors,

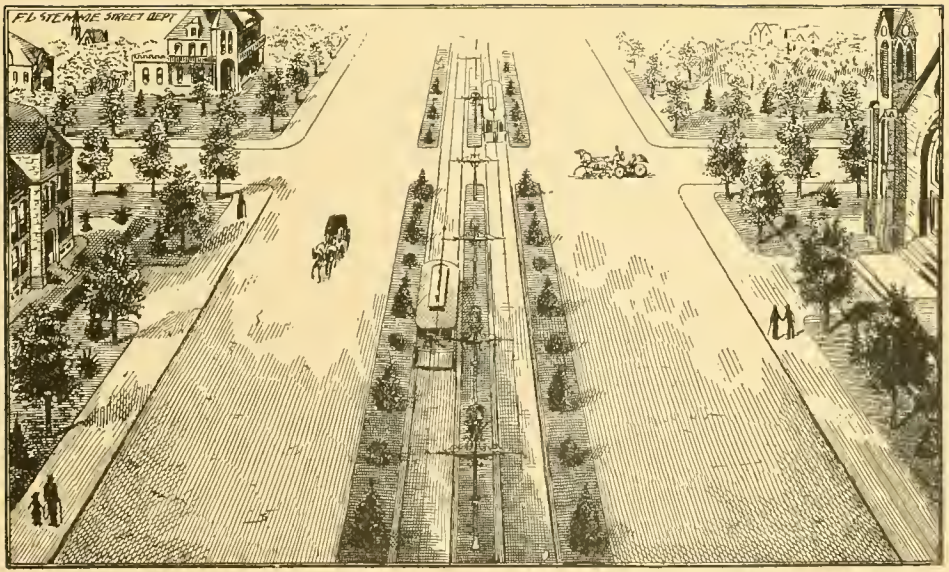
AND BUILDERS OF SEWERS AND ALL KINDS OF STREET AND ALLEY PAVEMENTS.

. . OWNERS OF . .

Mt. Pleasant and Chouteau Ave. Quarries.

Office, 22 NORTH FOURTH ST.

ST. LOUIS, MO.



Boulevard as proposed by Street Commissioner Murphy. Drawn by F. L. Stemme.

owners conclude to pay the excess they may submit the following agreement to the Board of Public Improvements.

"We, the undersigned owners of property fronting on Grand avenue, hereby agree to pay the sum of $5,000.00, this being the amount in excess of 25% of the assessed valuation, toward the improvement of said Grand avenue between Arsenal street and Cherokee street."

(Seals)

After this agreement has been submitted, an ordinance is written out in the Street Commissioner's office and submitted by the Board to the Municipal Assembly.

After said ordinance has been passed and is approved by the Mayor the property owners are again granted twenty days to deposit the amount in question. Should they fail to do this within the stated time the ordinance becomes null and void and the interested property owners would have to petition again in order to obtain said improvement.

If all these requirements have been complied with, the work can, after having been duly advertised, be let to the lowest bidder.

The work is done under the supervision of the Street Commissioner.

After its completion the improvement will be measured, a diagram made and submitted to the Special Tax Department, where the actual rate per front foot will be ascertained and the property will be assessed as to the amounts which have to be paid as a special tax, the bills are issued and submitted to the Comptroller from whom the contractor can obtain them to collect his money.

J. G. JOYCE, Jr. J. G. JOYCE. J. T. DODDS. W. J. JOYCE.

J. G. JOYCE & SONS

CITY SURVEYORS

CIVIL, HYDRAULIC AND RAILROAD ENGINEERS

WE INVITE CORRESPONDENCE WITH THOSE CONTEMPLATING THE CONSTRUCTION OF RAILROADS, SEWERS, WATER OR GAS WORKS: ALSO THOSE IN NEED OF PLANS, SPECIFICATIONS, EXPERT EXAMINATIONS AND REPORTS OF ENGINEERING WORKS.

720 CHESTNUT STREET

ST. LOUIS.

The owners are granted thirty days' grace, after the expiration of said time the amounts will bear interest at the rate of 10% per annum, and if not paid within six months after presentation, then at the rate of 15% per annum. Should the bill remain unpaid, the debt becomes a lien upon the property, same as a mechanic's lien. The bills after having been paid should be taken to the Comptroller's office to be cancelled from the books.

PERMIT FOR STREET AND ALLEY IMPROVEMENT.

Owing to small appropriations made by the Municipal Assembly for street and alley improvements, it occurs frequently that property owners, if they are willing to pay for the grading and crosswalks, which otherwise would be paid for by the city, improve a public highway privately, this is done under a permit procured from the Board of Public Improvements.

The work is done under the supervision of the Street Department.

Permits for sidewalks can also be obtained from the Board.

For grading, said Board can issue a permit at the recommendation of the Street Commissioner, but the applicant must make a deposit of not less than $250.00 and file a bond of $500.00, this is done to hold said applicants responsible for all damages that should be caused by said grading.

The deposited amount will be refunded as soon as the work is completed to the satisfaction of the Street Commissioner.

CENTAUR LIME COMPANY,

MANUFACTURERS AND DEALERS IN

LIME, SAND, CEMENTS,

PLASTER

—AND—

BUILDING MATERIAL IN GENERAL.

OFFICE AND WAREHOUSE,

No. 3852 MANCHESTER ROAD,

NEAR CORNER OF VANDEVENTER AVENUE.

Telephone 1774. ST. LOUIS, MO.

P. LYONS & CO.

GRANITE

COMPOSITION · STONE,

SIDEWALKS, CURBING AND GUTTERING,
BREWERY FLOORS AND FLAGGING.

ESTIMATES FURNISHED.

1007 CHESTNUT STREET,

ST. LOUIS.

REMONSTRANCE.

Remonstrance against any opening or improvement of a street or alley must be submitted to the Board of Public Improvements in due time so it can be considered with the petition the same time.

STREET AND ALLEY REPAIRS.

The carriage-ways of the streets are maintained and kept in repairs by the city. Sidewalks and alley pavements are maintained and repaired by the abutting property owners, who are taxed in the same manner as in the construction of a street.

RECONSTRUCTION.

When a street or alley is reconstructed the owners of property fronting said reconstruction can only be taxed 25% of the assessed valuation.

STREET AND ALLEY LIGHTING.

Electric lights are procured by applying to the Board of Public Improvements.

Blank applications are furnished by the Supervisor of City Lighting, whose office is in the City Hall.

A. T. BOND,
PRESIDENT.

THEO. D. KALBFELL,
SEC'Y AND TREAS.

A. T. Bond Plumbing Co.

SANITARY PLUMBING AND SEWERING.

Gas and Electric Fixtures.

ESTIMATES CHEERFULLY GIVEN.

2012 EAST GRAND AVENUE

F. A. KANSTEINER,

— DEALER IN —

Hardware and Cutlery

BUILDING MATERIAL,

Mechanics' Tools,
Farming Implements, Etc.

1008 MARKET STREET,

Telephone 1185. Bet. 10th and 11th Sts.

ST. LOUIS.

MISCELLANEOUS INFORMATION.

AREAS OF THE VARIOUS CITY LIMITS.

Territory within Limits of 1839	477.25	acres, or	0.75	square miles	[excluding the River].
" " " 1841	2,865.10	"	4.48	"	"	"
" " " 1855	8,923.25	"	13 94	"	"	"
" " " 1870	11,504.75	"	17.98	"	"	"
" " " 1876	39,276 25	"	61.37	"	"	"

DISTANCES.

1.	Length of River Front.....	19.15 miles
2.	" Western City Limits	21 27 "
3.	" City from extreme North to South (air line)	17.00 "
4.	" " " " East to West "	6.62 "

HEIGHT OF CITY DIRECTRIX above mean tide of the Gulf of Mexico, as determined by the Mississippi River Commission, is 412.71 feet.

[As observed at the foot of Market Street.]

HIGHEST STAGE OF RIVER—June 27th, 1844	7.58	feet above	City Directrix	
STAGE OF RIVER—June 10th, 1851	2.80	" "	"	"
" " June 15th, 1858	3.30	" "	"	"
" " June 26th, 1883	0.99	" "	"	"
" " May 20th, 1892.....	2.10	" "	"	"
LOWEST STAGE OF RIVER—December 21st, 1863	33.81	" below	"	"
STAGE OF RIVER—December 27th, 1860.....	33.21	" "	"	"
DIFFERENCE between highest and lowest stage of River.....				41.39 feet

$26 to $33 a Square, with Ten Years' Guarantee

DAVID McCORMICK,

AGENT,

201, 202 AND 203 HAGAN OPERA HOUSE.

ST LOUIS OFFICE OF THE COMPANY:

803 AND 804 ODD FELLOWS BUILDING.

TELEPHONE 4170.

Has Laid Asphalt Pavement, in Fourteen Years, in Thirty-three Cities of the Union, on 857 Streets, 500 Miles, or 6,500,000 Square Yards.

Lake Asphalt **Lake Asphalt**

THE STANDARD PAVEMENT OF AMERICA.

****

It is the ideal pavement of modern times.

It is no longer an experiment.

Experience has established its superiority.

It has in fifteen years raised the streets of Washington and Buffalo from the poorest to the best in the United States.

It will raise the streets of any city that uses it to the same high grade.

It is the only pavement that will do it.

It is the only perfect sanitary pavement.

It enhances the value of abutting property as much as it improves the city using it.

It is the most durable smooth pavement, and the smoothest of durable pavements.

It is almost noiseless; the horses' hoofs make a slight click as they touch the surface, but the wheels of vehicles make no perceptible sound.

Considering all the elements that enter into the construction and use of a pavement — its cost, durability, smoothness, cleanliness and safety, the TRINIDAD ASPHALT PAVEMENT is the best and cheapest pavement that has ever been laid.

It is the only pavement which, in this

country, can to-day show 500 miles of surface in first-class order.

Asphalt is not slippery when dry or when very wet, if free from mud. Mud renders all pavements slippery.

The recorded accidents among 61,000 horses passing over Madison Avenue, New York, in four weeks, during the year 1891, were **FOUR** falls on the TRINIDAD ASPHALT PAVEMENT.

THE ROAD IS THE CREATION OF MAN AND A TYPE OF CIVILIZED SOCIETY

THE TRINIDAD ASPHALT PAVEMENT IS THE GREATEST BOON TO CIVILIZATION.

INCONTESTABLE FACTS:

1. No Asphalt pavement laid by this Company in the United States has ever been replaced by another form of pavement.

2. This Company has taken up other pavements and replaced them with pure Trinidad Asphalt to the following extent:

Wood, - - -	499,464 sq. yds.
Stone, - - -	761,304 "
Macadam, - - -	652,922 "
Total, -	1,913,690 sq. yds.

3. This Company has laid its Trinidad Asphalt upon Macadam and Stone Blocks to the following extent:

Upon old Macadam Foundations, -	147,358 sq. yds.
Upon old Stone Block Foundations, -	127,167 "
Total, -	274,525 sq. yds.

4. It is the easiest pavement repaired, and does not interfere with the traffic while undergoing repairs.

T. H. MACKLIND, Engineer of Reconstruction, St. Louis, says:

"This Asphalt Pavement, laid on Pine Street by The Barber Asphalt Paving Company, in 1883, is now in good condition, after a test of eight years, under a mixed traffic of 4,500 vehicles in twelve hours. This form of pavement, as laid in St. Louis, all points considered, stands in the front rank."

COMMISSIONER GILROY, of New York City, in his annual report, says:

"The demand for more Asphalt Pavements from the public and property owners is so great that if their wishes were complied with there would be no other kind of pavement laid than Asphalt."

Cost to property owners, $26.00 to $33.00 per square of 100 superficial feet, with ten years' guarantee.

At the end of this period the Company is prepared to take maintenance contracts for a further term of years at an extremely low price per year.

In this manner the rapid deterioration of pavements which are not kept in order is avoided, and a system is presented under which taxpayers can secure smooth and attractive roadways at all times during a long term of years.

Respectfully submitted,

CORRESPONDENCE AND CONSULTATIONS SOLICITED.

The Barber Asphalt Paving Co.

PECKHAM'S

Calisaya Tonic Bitters

A WORLD BEATER.

For Indigestion, Dyspepsia, Malaria, Constipation and diseases arising from an impaired constitution.

For sale by the trade generally. **$1.00** per bottle.

Special inducements to large consumers.

G. F. PECKHAM

MANUFACTURER,

115 N. Sixth Street.

ESTABLISHED 1859.

R. & T. A. ENNIS

STATIONERY COMPANY

Stationers, Printers
Lithographers
Blank Book Makers

118 AND 120 OLIVE STREET,

ENNIS BUILDING ——— ST. LOUIS.

St. Louis, Juli 1892.

In Anbetracht des schnellen Wachsthums unserer Stadt, erlaube ich mir dem hiesigen Publikum, besonders Grundbesitzern, in dieser Brochure kurz zu erklären, auf welche Weise man öffentliche Verbesserungen erlangt und an welche Departements der städtischen Verwaltung man sich, zur Erlangung solcher Verbesserungen, zu wenden hat.

Indem ich wünsche, daß diese Zeilen ihren Zweck erfüllen, verbleibe ich

Achtungsvoll,

F. L. Stemme,
vom Straßen-Departement.

Oeffnung von Straßen und Gassen (Alleys).

Eine Straße oder Gasse kann auf zwei verschiedene Weisen zu einem öffentlichen Verkehrswege gemacht werden; erstens durch Schenkung des betreffenden Landes an die Stadt und zweitens durch das sogenannte Condemnationsverfahren. Wenn Grundeigenthümer eines gewissen Theiles der Stadt es für zweckmäßig erachten, um den Werth ihres Grundbesitzes zu erhöhen oder auch zum Besten des Publikums eine Straße zu öffnen, so müssen sie dem Rathe für öffentliche Verbesserungen eine Karte, die eine Größe von 21x34 Zoll nicht übersteigt und welche die projectirte Straße zeigt, vorlegen.

Zugleich müssen sich die betreffenden Eigenthümer auf derselben Karte schriftlich verbindlich machen das auf derselben, zwischen den beiden projectirten Straßenlinien befindliche Land auf immer, ohne jegliche Entschädigung an die Stadt abzutreten, respective zu schenken.

Diese Schenkungsformel sollte ungefähr folgendermaßen lauten:

Wir, die unterzeichneten Grundeigenthümer, verpflichten uns hiermit den Streifen Landes, welcher auf obiger Karte angegeben ist, für immer als öffentlichen Verkehrsweg an die Stadt zu schenken. Dann folgen die Unterschriften der betreffenden Besitzer.

Wird die Schenkung angenommen, so werden zwei Copien von der Dedicationskarte gemacht von denen eine in dem Bureau des Straßen-Commissärs bleibt und eine nach dem Urkundenamte (Recorder's Office) gesandt wird, um die Schenkung einzutragen. Ist das Letztere geschehen, so wird die betreffende Straße gesetzlich zum öffentlichen Verkehrswege und kann dem Publikum eröffnet werden. Die Originalkarte wird den Eigenthümern wieder zurückerstattet.

Oeffnung einer Straße durch Condemnation.

Sollten die Grundbesitzer nicht willens sein, die oben besprochene Straße ohne Entschädigung abzutreten, so können sie, um dieselbe dennoch zu einem öffentlichen Verkehrswege zu machen, eine von den interessirten Grundbesitzern unterschriebene Petition an den Rath für öffentliche Verbesserungen richten. Gedruckte Formulare für diesen Zweck können stets in dem Straßen-Departement erlangt werden.

Die Petition lautet:

Wir, die unterzeichneten Grundeigenthümer an Kings-Highway und Umgegend, ersuchen hiermit den Rath für öffentliche Verbesserungen Esther Avenue, zwischen Kings-Highway und Union Avenue, zu öffnen und dem Stadtrathe eine diesbezügliche Ordinanz zu unterbreiten.

Nach Empfang einer solchen Petition verweist der Rath dieselbe an den Straßen-Commissär, welcher eine provisorische Vermessung von der betreffenden Straße machen und eine Karte construiren läßt, welche die zu entfernenden Gebäulichkeiten u. s. w. zeigt

Ist dies geschehen so wird, sollte es der Straßen-Commissär für zweckmäßig erachten, der Inhalt der Petition publizirt und werden alle interessirten Grundbesitzer in dieser Anzeige eingeladen an einem vom Rathe für öffentliche Verbesserungen bestimmten Tage vor demselben zu erscheinen und ihre Meinungen kundzugeben.

Sollte die erwähnte Oeffnung recommandirt werden, so kann dem Stadtrathe eine Ordinanz für dieselbe unterbreitet werden. Ist die Ordinanz passirt und vom Mayor unterzeichnet, so läßt der Straßen-Commissär eine genaue Vermessung der Straße vornehmen und das Resultat dieser Vermessung zu Papier bringen, indem eine Karte, welche die genauen Linien der Straße, alle gesetzten Grenzsteine und die verschiedenen zu entfernenden Versperrungen zeigt, angefertigt wird.

Alsdann werden vom Gericht (Circuit Court) Commissäre ernannt, welche, nachdem die Kaufbriefe (Titles) des zu condemnirenden Eigenthums untersucht sind, den Werth desselben abschätzen und einen Distrikt etabliren in welchem die Grundbesitzer Entschädigungen bezahlen sollen für das zur Straße gehörende Land. Dieser Distrikt kann je nach dem Ermessen der betreffenden Commissäre ausgedehnt werden. Nachdem das Land und alle Gebäulichkeiten welche sich auf demselben befinden bezahlt und die betr. Eigenthümer entschädigt sind, wird die Straße als öffentlicher Verkehrsweg betrachtet.

Bei der Oeffnung einer Alley können nur Grundbesitzer in dem Block in welchem sich die Alley befindet, gezwungen werden, Entschädigung zu bezahlen.

Das Entfernen von Versperrungen.

Alle auf einer gesetzlich geöffneten Straße befindlichen Gebäulichkeiten, Zäune, u. s. w. können, auf Antrieb des Straßen-Commissärs oder irgend eines interessirten Grundbesitzers mit der Sanction des Rathes für öffentliche Verbesserungen, entfernt werden.

Der Stadt-Marschall wird beauftragt, die Eigenthümer des Grundstückes welches an oder gegenüber einer solchen Versperrung gelegen ist, zu informiren, dieselbe nach Verlauf von nicht weniger als fünf Tagen zu entfernen, widrigenfalls er dieselbe auf Kosten der betreffenden Besitzer wegräumen läßt.

Der Mayor hat jedoch das Recht den betreffenden Eigenthümern, auf deren Verlangen, einen Aufschub zu gewähren.

Niveau von Straßen und Gassen (Alleys).

Das Niveau (Grades) von Straßen und Gassen (Alleys) wird in dem Straßen-Departement bestimmt und wird durch Ordinanz vom Stadtrathe etablirt.

Alle projectirten und etablirten Grades sind stets von den im Bureau des Straßen-Commissärs befindlichen Profilen ersichtlich.

Abzugskanäle (Sewers).

Der Chef des Drainirungs-Departements (Sewer Department) etablirt, mit Genehmigung des Rathes für öffentliche Verbesserungen und mit Sanction des Stadtrathes, einen Distrikt in welchem Abzugskanäle erbaut werden sollen. Jedoch kann dies nur auf Anregung des Gesundheitsrathes oder durch Petition von Grundbesitzern eines solchen Distrikts geschehen. Nachdem die Kanäle construirt, respective fertig sind, muß ein jeder Grundeigenthümer in dem zu drainirenden und etablirten Distrikte seinen Theil für den Bau dieser Cloaken bezahlen und zwar pro rata für das in dem Distrikte gelegene, ihm gehörige, zu drainirende Areal.

Wasser-Röhren.

Wasserröhren werden ebenfalls auf Petition hin vom Rathe für öffentliche Verbesserungen genehmigt' vom Stadtrathe sanctionirt und unter der Aufsicht des Wasser-Commissärs auf Kosten der Stadt gelegt. Die Grundbesitzer werden dann aber gezwungen die in der Straße gelegenen Privatröhren, sollten sie solche zur Uebermittlung des bisher von ihnen gebrauchten Wassers benutzen, aufzugeben und directe Verbindungen mit den städtischen Röhren zu machen.

Die Wassergebühren sind halbjährlich beim Collector of Water rates zu entrichten.

Straßenbau.

Den ersten Schritt den Grundbesitzer thun müssen um den Bau einer Straße zu bewerkstelligen ist, eine Petition an den Rath für öffentliche Verbesserungen zu richten. In dieser Petition wird besagter Rath ersucht, die Construction der betreffenden Straße in Erwägung zu ziehen und dem Stadtrathe eine diesbezügliche Ordinanz zu unterbreiten. Die Petition muß von Leuten deren Grundbesitz an der betr. Straße gelegen ist, unterschrieben sein.

Nach Einreichung der Petition wird dieselbe vor dem Rathe verlesen, nummerirt, mit der Unterschrift des Präsidenten besagten Rathes versehen und an den Straßen-Commissär verwiesen. Letzterer läßt eine Karte, welche die Straße und alles angrenzende Grundeigenthum, sowie die Höhe des von den Assessoren geschätzten Werthes zeigt, anfertigen, ebenso läßt er auch die Straße nivelliren und einen Kostenanschlag für den Bau derselben herstellen.

Ist dies geschehen, so wird auf Befürwortung des Straßen-Commissärs vom Rathe für öffentliche Verbesserungen ein Tag bestimmt, an welchem der Bau der Straße in Erwägung gezogen wird.

Der Inhalt der Petition wird auf zwei Wochen in den beiden offiziellen Zeitungen in Englisch und Deutsch publizirt. In dieser Anzeige sind die interessirten Grundbesitzer eingeladen, zur bestimmten Zeit und Stunde vor dem Rathe für öffentliche Verbesserungen zu erscheinen und der Verhandlung beizuwohnen.

Wollen Grundbesitzer gegen die Oeffnung oder Verbesserung einer Straße protestiren, so müssen sie einen solchen Protest zu derselben Zeit in welcher die Petition in Erwägung gezogen wird dem Rathe unterbreiten.

Die Gradirungen und Kreuzwege (Crosswalks) an öffentlichen Verkehrswegen werden von der Stadt bezahlt.

Da die Grundbesitzer an der zu bauenden Straße nur 25% des Werthes des Grundeigenthums zu bezahlen brauchen, resp. müssen, so geschieht es oft, daß an Straßen bei welchen dieser von den Assessoren

bestimmte Werth zu niedrig ist, der Rath für öffentliche Verbesserungen den Bau der Straßen in der Voraussetzung recommandirt, daß die Eigenthümer den sogenannten Excess freiwillig bezahlen. Mit diesem Excess ist eigentlich der Unterschied zwischen der Summe welche gesetzlich von den Eigenthümern collectirt werden kann und der Summe zu welcher der Bau der Straße, mit Ausnahme der Gradirung und Kreuzwege veranschlagt ist, gemeint.

Ein Beispiel:

Angenommen, der abgeschätzte Werth des Grundbesitzes beträgt acht Dollars per Front Fuß und der Kostenpreis des Straßenbaus sei vier Dollars per Fuß, so kann der betreffende Eigenthümer gesetzlich gezwungen werden zwei Dollars per Fuß gleich 25% von acht Dollars zu bezahlen, während er die übrigen zwei Dollars pro Front Fuß freiwillig aufbringen soll.

Der Rath für öffentliche Verbesserungen bewilligt meist 60 Tage innerhalb derer die betreffenden Grundbesitzer ein Schreiben einreichen sollen in welchem sie sich verbindlich machen die in Frage stehende Summe zu bezahlen.

Das einzuhändigende Verbindlichkeitsschreiben sollte folgendermaßen lauten:

Wir, die Unterzeichneten, verpflichten uns hiermit 5,000 Dollars als freiwilligen Beitrag zum Bau der Grand Avenue, zwischen Miami und Cherokee Straße, zu bezahlen.

Ist dies geschehen, so kann der Rath den Stadtverordneten eine Ordinanz unterbreiten.

Nachdem die Ordinanz vom Stadtrathe passirt und vom Mayor unterzeichnet ist, sind den Eigenthümern noch 20 Tage bewilligt um die erwähnte Summe (Excess) beim städtischen Schatzmeister zu deponiren. Verfehlen sie dies zu thun, so ist die Ordinanz null und nichtig.

Nachdem das erwähnte Geld deponirt ist, kann die Arbeit an den Mindestbietenden vergeben werden.

Der Bau wird unter der Leitung und Aufsicht des Straßen-Commissärs ausgeführt. Nach Beendigung desselben wird die Arbeit genau vermessen, eine Zeichnung welche alle genauen Maße der ausgeführten Verbesserungen zeigt, angefertigt. Letztere wird an das Special Steueramt (Special Tax Department) verwiesen. Hier werden die Rechnungen gegen die betreffenden Grundbesitzer ausgeschrieben und dem städtischen Buchführer (Comptroller) eingehändigt, von welchem sie der betreffende Contractor erhält um sein Geld zu collectiren.

Den Eigenthümern werden, nachdem die Rechnungen präsentirt sind, 30 Tage bewilligt die Schuld zu tilgen. Nach Verlauf dieser 30 Tage zieht die nicht bezahlte Summe einen Zinsfuß von 10% per annum und nach Verlauf von sechs Monaten 15% Zinsen.

Die nicht eingelöste Schuld wird zur Hypothek und das Grundstück kann auf Antrieb des Unternehmers öffentlich verkauft werden um die Rechnung zu bezahlen. Verjährungsfrist beträgt zwei Jahre. Alle bezahlten Rechnungen für solche Arbeiten sollten nach dem Bureau des Comptrollers genommen werden, damit die Schuld von den Büchern gelöscht werden kann.

Da die jährlich vom Stadtrathe gemachte Verwilligung (appropriation) für den Straßenbau oft sehr gering ausfällt, so ist es den Grundbesitzern erlaubt eine Straße oder Gasse auf eigene Kosten zu bauen wenn sie nämlich für die Gradirungen und Kreuzwege (Crosswalks) selbst bezahlen. Es ist hierzu ein Erlaubnißschein (Permit), welcher vom Rathe für öffentliche Verbesserungen ausgestellt wird, erforderlich. Jedoch wird der Bau unter der Aufsicht des Straßen-Commissärs ausgeführt.

Ebenso können von derselben Behörde Erlaubnißscheine für Gradirungen von Straßen erlangt werden, jedoch muß der Applicant zur Erlangung solcher Erlaubniß eine Summe von nicht weniger als $250.00 im städtischen Stadtamte hinterlegen und eine Bürgschaft von $500.00 stellen, um die Stadt schadlos zu halten.

Ist die Arbeit zu der Zufriedenheit des Straßen-Commissärs vollendet, so wird das deponirte Geld zurückerstattet.

Reparaturen.

Die Fahrwege aller öffentlichen Straßen werden von der Stadt in Reparatur erhalten. Seitenwege (Sidewalks) und das Pflaster der Gassen (Alleys) werden auf Antrieb des Straßen-Commissärs von den Eigenthümern auf deren Kosten reparirt.

Für die Reconstruction von öffentlichen Verkehrswegen können die Eigenthümer nur bis zur Höhe von 25% vom abgeschätzten Werthe ihres betreffenden Grundbesitzes taxirt werden.

Straßen-Beleuchtung.

Electrische Lampen zur Beleuchtung von Straßen und Gassen können auf Application hin, vom Rathe für öffentliche Verbesserungen erlangt werden. Applicationsformulare bekommt man vom Supervisor of Lighting, dessen Bureau sich in der Stadthalle befindet.

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